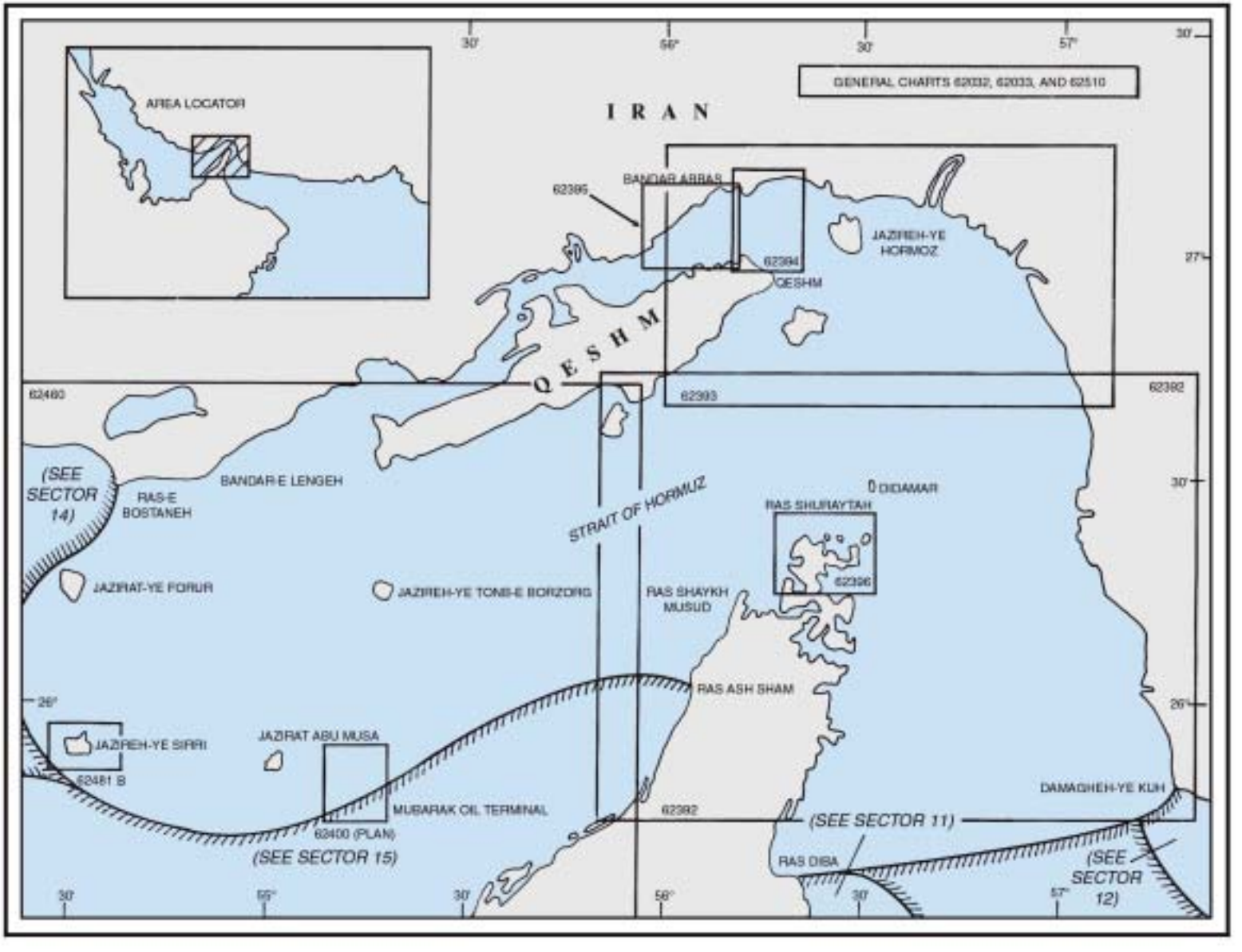
Click on "See Sector" to be hotlinked to that Sector.



Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

SECTOR 13 — CHART INFORMATION

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SECTOR 13

ENTRANCE TO THE PERSIAN GULF

Plan.—Described first are features of special interest to ships passing into the Persian Gulf via the Strait of Hormuz. These features include the coasts of Ru us al Jibal and As Salamah wa Banatuha, the S side of Jazireh-ye Qeshm, and the islands and dangers SW of Jazireh-ye Qeshm.

The coast of Iran, N and W from Damagheh-ye Kuh to Ras-e Bostaneh, is then described.

General Remarks

13.1 Winds—Weather.—During the winter in the Gulf of Oman, the winds are mainly N with NW being the prevailing direction. The average wind speed is 7 to 11 knots. Calms are more frequent than in the Persian Gulf.

The Gulf of Oman is affected by W depressions, and sometimes a secondary one of these depressions forms in the area of the Strait of Hormuz.

Strong squalls winds from the E, accompanied by rain, are frequent. In the spring, the winds are variable.

In general, there is a decrease in the NW winds and an increase in the SW winds until May. The average wind speed is 6 to 10 knots.

In the month of June, NW and N winds are still comparatively frequent.

During July the prevailing winds are from the SE. On the N shores of the Gulf of Oman the early morning winds are from the E. During the day the winds veer, and by early evening they blow from SE to SW.

In June, before the Southwest Monsoon becomes fully established over the Arabian Sea, tropical cyclones occasionally form on the N boundary of the advancing SW winds. These storms have been known to reach the Gulf of Oman, giving rise to heavy gales.

In September and October, the frequency of SE winds in the Gulf of Oman gradually decreases, and that of the NW winds increases. The average wind speed is reported to be between 2 and 6 knots.

On the coast, the winds are for the most part light and variable, with frequent calms in the early morning.

In the Persian Gulf and the Strait of Hormuz, the hottest months of the year are July and August. While in the Gulf of Oman, the warmest month is June. Over the whole region, January is the coolest month.

Bad visibility in the Persian Gulf and the Gulf of Oman may be caused by early morning fog, salt haze, or dust. Of these dust is by far the most common.

Bad visibility caused by dust haze is more frequent on the S coast of Iran than in the Persian Gulf, and in the latter it occurs more often on the Arabian side.

Dust haze may occur in all seasons but is far less frequent during and immediately after the winter rains.

During the summer months when the rains cease and the temperature rises, the ground dries up and fine dust is carried up into the atmosphere.

Dust storms and sandstorms occur in all parts of the Persian Gulf and the Gulf of Oman in all seasons. They are most frequent during the months of June and July.

In winter, dust storms are associated chiefly with the passage of W depressions, and in summer with strong shamal winds.

Fog occurs at times near the shores of the Persian Gulf and may be dense. It is present only in the early morning and never last more than a few hours. It is associated with anticyclone weather during the winter months.

Tides—Currents.—In the Gulf of Oman, the general circulation is counterclockwise throughout the year. During the Southwest Monsoon, the current setting NE past Ra's al Hadd divides. The larger branch continues NE and E across the N part of the Arabian Sea; however, the smaller branch strikes the N coast of the Gulf of Oman and is deflected W. Some of the current passes through the Strait of Hormuz by the E coast of Ru us al Jibal, setting S and SE along the coast of the Gulf of Oman.

During the Northeast Monsoon, the currents setting W across the N part of the Arabian Sea turn SW and pass Ra's al Hadd. Some of the currents continue W into the Gulf of Oman along the Khalij Sawqarah coast.

A small portion of this current passes into the Persian Gulf through the Strait of Hormuz, but for the most part it is deflected by the E coast of Ru us al Jibal and turned S and SE toward Ra's al Hadd, joining the currents passing S of that point.

Through the Strait of Hormuz, there is a distinct inward flow from the Gulf of Oman during the Southwest Monsoon and a slightly outward flow during the remainder of the year.

During this latter period, some water continues to flow into the Persian Gulf. These currents tend to hug the Iranian side of the strait.

In the SE part of the Persian Gulf, there are sometimes strong currents setting between NE and E, especially in January and in April, May, and June.

The range of the tide in the Persian Gulf does not exceed 3m. In the S part of the Gulf it is less than 2m.

Strong winds blowing in a constant direction for a long time can raise or lower the sea level, while causing a change in the direction and strength of the tidal current.

Aspect.—This section describes the waters and adjacent land areas of the passage into the Persian Gulf from seaward. The description begins in the N part of the Gulf of Oman between Ras Diba and Damagheh-ye Kuh, on the Iranian coast about 53 miles ENE.

This approach has adequate depths for large ships and leads first N to the vicinity of Didamar (Little Quoin), thence SW through the Strait of Hormuz, and thence W into the gulf passing among the islands that lie SW of Jazireh-ye Qeshm.

The sea distance along this approach is approximately 170 miles to a position SSW of Ras-e Bostaneh. Jazireh-ye Qeshm is an island bordering the NW side of the Strait of Hormuz.

The Ru us al Jibal promontory and the Musandam Peninsula, a N projection of the Western Hajar range, which divides the Gulf of Oman on the E from the Persian Gulf on the W, are

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composed of dissected limestone mountains and are very steep, rugged, and barren.

The Musandam Peninsula is indented by numerous inlets. The coast of Iran included in this sector forms the E and N sides of this entrance into the Persian Gulf and extends from Damagheh-ye Kuh to Ras-e Bostaneh, a distance of about 210 miles. The shore and coastal terrain along this coast are heterogeneous in nature.

On the Gulf of Oman, the low sandy shores are interspersed with sea cliffs where tablelands reach the shore, and with areas of tidal inlets and mangrove swamps.

All these types of shore are backed by a narrow broken coastal plain, terminated on the N side by heavily eroded coastal mountain ranges.

In the Strait of Hormuz, the islands are predominantly rough and volcanic, but there are stretches of low, sandy shores and some marshy regions. The mainland coastal terrain is mostly low and sandy, with occasional rocky stretches of shore and with several large marshy areas.

The coastal plain is, in general, narrow and backed by rough high mountains.

Regulations.—All vessels heading for Iranian ports should report to Bandar Abbas Port Control on passing Ras al Kuk, stating their ETA at the Strait of Hormuz and their destination. If clearance is not received before passing Bandar Abbas, vessels should proceed to the Bandar Abbas anchorage.

Two IMO-adopted Traffic Separation Schemes exist in the waters described by this sector; one lies E of the Musandam Peninsula, while the second passes N and S of Jazireh-ye Tomb-e Bozorg and Jazireh-ye Forur. Both are best seen on the appropriate chart.

Caution.—It has been reported that some charted oil production platforms in the Persian Gulf may have been removed. In many cases, all that remains of the platform are pipes from 3.1 to 6.1m above the waterline; these pipes do not show up well on radar and are a hazard to navigation.

Submarines, both surfaced and submerged, exercise frequently in the Strait of Hormuz.

Ras Diba to Ras Sharitah

13.2 Ras Diba (25˚36'N., 56˚22'E.) is a projecting point formed of moderately high cliffs. A cliffy sand bluff about 1 mile W of the point is conspicuous from N but not from E. An islet lies 0.5 mile NW of Ras Diba.

Ru us al Jibal (25˚50'N., 56˚10'E.), a mountainous promontory of which the Musandam Peninsula is the N end, extends about 48 miles N from Ras Diba. This mountainous promontory has precipitous coasts, and overhanging cliffs in some places, but at the mouths of the valleys are many small sandy bays.

The E side, as well as the N part of the W side, of Ru us al Jibal is indented by numerous inlets in which for the most part the depths are considerable. The Musandam Peninsula has an especially irregular coastline.

Except for scanty vegetation in some of the fissures of the hills and some date groves in a few of the small valleys, the land is barren.

The inhabitants of the promontory are herdsmen and fishermen. The mountains of Ru us al Jibal, when seen from E, appear to have two principal peaks.

Jabal Qawah, which has a small notch in its summit, rises to a height of 1,795m about 12 miles NW of Ras Diba.

Jabal al Harim (Jabal ash Sham), a small table-topped peak about 14 miles N of Jabal Qawah, is 2,057m high and has a small notch in its S part.

Winds—Weather.—The prevailing wind in the Gulf of Oman is W; also important is the NW shamal, which may be varied between June and September by the SE kaus. In this area there is sometimes a heavy swell and the sea may make up suddenly, especially, when the tidal current is strongly opposed by a shamal.

Depths—Limitations.—There is deep water close offshore along the E coast of Ru us al Jubal. The few detached dangers are well clear of shipping lanes and are described with related features.

13.3 Dawhat Diba (25˚39'N., 56˚18'E.) is a bay formed between Ras Diba and the coast 6 miles NW. Three spurs of a mountain range slope down to the bay, where depths of 27.4m decrease toward a sandy beach.

Diba, which has a harbor enclosed by breakwaters, is one of two villages located at the head of the bay.

Anchorage, open to E winds, can be taken in suitable depths throughout the bay, and in 21.9m, with **Ras Haffah** (25˚44'N., 56˚19'E.) bearing 067˚, distant 0.3 mile.

Dawhat Haffah (25˚44'N., 56˚18'E.) is a constricted, landlocked inlet not noticeable from seaward, as it lies behind a moderately high peninsula.

Two villages are located at the head of the inlet. Ras Haffah is the S entrance point.

The coast N of the point is formed of steep cliffs interspersed by small coves and backed by mountains, some detached and conspicuous from N.

Ghubbat Agabah (Ghubbat Aqabah) (25˚55'N., 56˚24'E.), a bay entered between two points, affords shelter to small craft from the nashi, the worst wind on this coast.

These small vessels can anchor off the village of Agabah (Aqabah), located at the NW corner of the bay, whereas ships should anchor well offshore.

Limah (25˚56'N., 56˚26'E.) is a village at the head of a sandy bay which is entered between Ras Limah and a point about 2 miles NW.

Jazirat Limah, an islet, lies off Ras Limah. Strong currents flow through the deep channel between the point and the islet.

Mountains in the area are reported to rise abruptly to great heights.

Anchorage can be taken, in a depth of about 21.9m, off Limah but, the bay is open to E and NE winds. Landing is made on the S side of the bay.

13.4 Dawhat Qabal (26˚02'N., 56˚24'E.) is a deep-water inlet indented by coves and bound by steep cliffs. About 1 mile SW of the head of the inlet, the mountains rise abruptly to form a tremendous bluff.

From the N entrance point of Dawhat Qabal to **Ras Sarkan** (26˚05'N., 56˚28'E.), a vertical cliff, the coast consists of deeply furrowed cliffs.

Khawr Habalayn (Ghubbat al Ghazirah) (26˚07'N., 56˚26'E.), entered between Ras Sarkan and **Ras Dillah** (26˚08'N., 56˚29'E.), is an inlet extending 9 miles WNW.

This deep-water inlet has a rocky bottom at the entrance but has a mud bottom inside. Ras Dillah, a sheer cliff with a conical top, is the extremity of a peninsula.

The shores of this inlet are high, precipitous, and deeply indented. The village of Habalayn is located at the head of the N arm of the inlet. A mosque with four arches is conspicuous at the E side of Habalayn. Depths of 20.1m in the inlet entrance decrease gradually to the sandy head of the inlet.

Anchorage can be taken in suitable depths throughout the inlet, and also in 14.6m, sand, with the mosque in Habalayn bearing 191˚.

Ghubbat ash Shabus (26˚10'N., 56˚28'E.), entered between Ras Dillah and **Ras Bashin** (26˚12'N., 56˚29'E.), has depths over 21.9m. The inlet has shores consisting of high, steep-to cliffs and a few small sandy beaches. Ras Bashin is light red in color and steep-to.

A 12m high pinnacle rock lies 0.2 mile offshore, about 0.5 mile N of Ras Bashin. A reef, with a depth of 1.8m, is reported to lie close off the shore in the vicinity of the rock.

Jabal Sibi, a remarkable cone with a flat scalloped top, rises over 915m about 4 miles NW of Ras Bashin.

There are several villages along the shores of the inlet.

13.5 Jazirat Umm al Fayyarin (26˚11'N., 56˚32'E.) is a light-colored, steep-to islet lying 3.5 miles E of Ras Bashin. Landing may be made on its SE side.

From Jazirat Umm al Fayyarin, strong tidal currents entering the Persian Gulf on the flood tide usually set N along the coast as far as Jazirat Musandam and then continue NNW toward As Salamah wa Banatuha and W toward Ras Shuraytah.

Tidal currents flowing out of the gulf usually set in the opposite direction with a rate of 2 to 3 knots increasing to 4 knots at springs off Ras Musandam.

Dawhat ash Shishah (26˚17'N., 56˚27'E.) is a bay entered between Ras Khaysah (26˚15'N., 56˚30'E.) and **Ras Qabr al Hindi** (26˚19'N., 56˚31'E.).

The bay is separated from two inlets on the W side of Ru us al Jibal by a narrow ridge. The shores of this deep-water bay are precipitous and steep-to. There are a few sandy beaches in several coves.

Jabal Khaysah, with a conical peak, is a prominent eminence, rising 1.5 miles WSW of Ras Khaysah.

About 3 miles within the entrance lie three islets; the largest and S is known as Jazirat Hamra (Red Islet). There are villages located on the W and NW shores of the bay.

Ras al Bab (26˚22'N., 56˚30'E.), the NE extremity of the Musandam Peninsula, is a high, sheer limestone cliff. This headland, together with all islands and islets off the N end of Ru us al Jibal, have been undermined by sea action.

Fakk al Asad (Bab Musandam) is a deep-water strait, about 0.2 mile wide and clear of dangers, that separates Ras al Bab and Jazirat Musandam.

Power vessels with local knowledge transit the strait; the NW flood tidal current sets against the W cliffs.

Jazirat Musandam (26˚23'N., 56˚32'E.) is a precipitous island, except on its E side, where landings can be made in small coves. Three peaks mark the S end of the island.

Tawakkul (Bu Rashid) (26˚24'N., 56˚29'E.) is a steep-to precipitous islet. A 2.1m rocky patch lies about 0.5 mile W of the islet.

13.6 As Salamah wa Banatuha (26˚30'N., 56˚32'E.) is a group of three islets known as The Quoins. **Didamar** (26˚29'N., 56˚32'E.), also known as Little Quoin, is wedge-shaped. Both the N and S ends of the island form a bluff, with the S end being the higher. A light is shown from a position close by a radio tower located on the island.

A reef extends about 0.5 mile N of the island. Ennerdale Rock, a sharp pinnacle with a least depth of 15.5m, lies about 2 miles SW of Didamar.

Fanaku (Gap Islet) (26˚30'N., 56˚31'E.), in the form of a peak with cliffs on all sides, lies about 1 mile NNW of Didamar. The area between the islets is encumbered with rocks, reefs, and shoals, on which overfalls occur.

As Salamah (Great Quoin) (26˚30'N., 56˚30'E.) is a wedge-shaped islet with the vertical side at its SE end. Landing can be made on its NW side. A reef, with a least depth of 3.7m, extends about 0.2 mile S from the islet; a detached above-water rock lies almost 91m from the N side of the islet.

The Inshore Traffic Zone for the Traffic Separation Scheme in the Strait of Hormuz encompasses the islands mentioned above, and may best be seen on the chart.

Tidal currents in the vicinity of As Salamah wa Banatuha set NW and SE, attaining a rate of 3 to 4 knots at springs. Near Kachalu and Jazirat Tawakkul, their rate is strongest and they cause broken water.

In calm weather, at springs, the noise of the rips caused by these currents can be heard at a considerable distance.

Khawr Kumzar (26˚20'N., 56˚25'E.) is a deep inlet open to the nashi, which often blows hard in the winter.

Anchorage, secure and sheltered from the shamal, can be taken in a depth of 42m about 1 mile NNE of a fishing village located at the head of the inlet.

Two distinct peaks mark **Ras Mukhaylif** (Ras Mukhalif) (26˚22'N., 56˚25'E.). Jazirat Abu Sir, about 0.5 mile N of the headland, is a cliffy islet marked by a high peaked hill. A precipitous above-water rock lies in the strait between rock and the headland. Mushkan, a group of detached above-water rocks, lies about 0.6 mile NNW of Jazirat Abu Sir.

Ras Shuraytah to Ras ash Shamm

13.7 Ras Shuraytah (26˚23'N., 56˚23'E.), located 2 miles WNW of Ras Mukhaylif, is the N end of a narrow promontory, on the S end of which is Round Hill.

The sides of the promontory are precipitous, except for a short, sandy isthmus connecting it with the mainland. Makhbuk (Sakhr al Makhruq), a conspicuous rock having vertical N, W, and E sides, lies 137m N of Ras Shuraytah.

The channel between the rock and the point is deep and clear of dangers. The coast along the W side of Ru us al Jibal rises steeply to the mountains.

The W side of the Musandam Peninsula, S of Ras Shuraytah, is deeply indented by several inlets and fronted by Jazirat al Ghanam.

From offshore and N of Musandam, Jabal al Harim, with its tabletop, is visible over the other mountains.

Tides—Currents.—The tidal currents in the N approach to Khawr al Quway set ENE and WSW; in the strait itself they normally set N and S at a maximum rate of 2 knots, but inshore there is a back eddy which runs in the opposite direction. In addition, there is normally a current setting N at a rate of 1 to 2 knots.

In Khawr al Quway itself, 0.5 mile S of Ras Salib, the combined current and tidal current at springs was observed to set in a SSW direction for only about 2 hours on either side of HHW setting NNE during the remainder of the tidal cycle, with the maximum rate at LW.

The tidal currents E of **Ras Shaykh Masud** (26˚15'N., 56˚13'E.) are weak, but NW of a line joining that point and the N end of Jazirat al Ghanam, about 11 miles NE, they set SW and NE at a rate of 1.5 to 2 knots.

Depths—Limitations.—Most of the coast is steep-to. The only off-lying dangers are Raqq Shuraytak, with a depth of 3m, lying 0.5 mile N of Makhbuk, and depths of 9.1m existing 1.5 miles offshore, in the vicinity of Al Jirri and Bakhah.

The Strait of Hormuz

13.8 The **Strait of Hormuz** (26˚35'N., 56˚15'E.), between the N and W sides of the Musandam Peninsula and the E part of Qeshm, is deep and clear of dangers.

Regulations.—The Omani authorities have issued regulations restricting the use of the Inshore Traffic Zone to vessels under 19.7m in length and sailing vessels.

An IMO-adopted Traffic Separation Scheme (TSS) exists in the waters of the Strait of Hormuz, and is best seen on the chart.

Additionally, the area S of the TSS has been designated as an Inshore Traffic Zone, which shall not normally be used by through traffic which can safely use the appropriate Traffic Lane of the adjacent TSS.

Directions.—See paragraph 13.23 for directions through the Strait of Hormuz.

Caution.—Deep-draft ships heading W in the Inshore Traffic Zone should avoid Ennerdale Rock.

Jazirat al Ghanam (26˚22'N., 56˚21'E.), located 1.5 miles SW of Ras Shuraytah, is a barren, uninhabited island, with a high hill dropping off to a sheer cliff at its S end.

Ras Salib (26˚22'N., 56˚22'E.) extends 0.2 mile E from the NE side of the island. A drying reef extends S of the point; another drying reef extends E from the root of Ras Salib.

A pier extends in a SE direction from shore at Ras Salib. A drying wreck, marked by a light, lies about 0.2 mile SSW of the end of the pier.

13.9 Khawr al Quway (26˚21'N., 56˚22'E.) is the strait between the W side of the N end of the Musandam Peninsula and Jazirat al Ghanam. It is deep in the fairway and has a least width of 0.25 mile.

A rock, with a depth of less than 1.8m, lies 46m off the S end of Jazirat al Ghanam. A high white cairn, standing at least 0.5 mile SW of Ras Salib, is conspicuous when entering the strait from the N.

There are two villages at the E end of the strait and several landing beaches along its sides, with a stone pier in shallow water at Salib beach.

Anchorages are available throughout Khawr al Quway, in depths of 23 to 31m, sand and gravel. The strait should be entered from the N, allowing for tidal currents in the approach.

Ships should not anchor within about 0.7 mile of the S entrance of the strait because of strong eddies and the velocities of the N currents.

The S entrance is considered better to enter at night, as **Ras Qabbah** (26˚19'N., 56˚21'E.), the W entrance point of Khawr Bustan, is a good radar target at 13 miles distant.

Anchorage can be taken 137m off the head of the pier at Ras Salib, or in 11m about 183m from the head of **Khawr Bustan** (26˚19'N., 56˚22'E.).

A restricted area has been established in Khawr al Quway, to the S and E of lines joining the following positions:

1. Ra's Khutaymah (26˚19.1'N., 56˚20.2'E.) and Qarw ath Thawr (26˚19.9'N., 56˚20.6'E.).
2. Khartum Taisar (26˚22.6'N., 56˚21.3'E.) and Sakhr al Makhruq (26˚23.4'N., 56˚22.7'E.).
3. Sakhr al Makhruq (26˚23.4'N., 56˚22.7'E.) and Ra's Shuraytah (26˚23.3'N., 56˚22.7'E.).

No vessel over 20m in length may enter this area without prior approval from the Royal Navy of Oman. Vessels are also required to contact Ra's Musandam Naval Base on VHF channel 16.

Khawr Ghubb Ali (26˚17'N., 56˚21'E.) is a narrow inlet ,almost 4 miles long, that is deep and clear of dangers. The entrance lies between high cliffy hills; the inlet provides shelter from all winds except the shamal.

A drying reef lies 91m offshore and 183m N of the N entrance point. Jabal Sibi, within the head of the inlet, is a good landmark.

Anchorage can be taken, in 21.9m, sand, with the 335m peak rising 0.3 mile SE of the village at the head of the inlet bearing 132˚, distant 1 mile.

13.10 Shamm Peninsula (26˚15'N., 56˚20'E.) separates Khawr ash Shamm from Khawr Ghubb Ali. The coast of the peninsula is cliffy. There is a village midway along the coast between the inlets.

Jabal Shamm is an 890m peak located about 2 miles NNE of the S end of the peninsula.

Ras Shakhs (26˚13'N., 56˚17'E.), with its conspicuous white sandy beach, forms the W entrance for the constricted channel leading into Khawr ash Shamm.

A spit, with a depth of 5.8m at its outer end, extends about 0.3 mile N from Ras Shakhs.

The entrance has strong tidal currents at springs, is scarcely perceptible from close offshore, and has a least depth of 23.8m. Jazirat Seghir lies on the S side of Khawr ash Shamm, about 2 miles ESE of the S end of Shamm Peninsula.

Several villages, some inhabited during the summer months only, are located at the head of coves indenting the shores of Khawr ash Shamm. Sibi, the largest village, is located in a cove at the SE corner of the inlet.

Shamm village is situated in a cove on the N side of the inlet, about 2 miles NE of the S end of Shamm Peninsula.

Anchorage can be taken N and S of Jazirat Seghir, in depths of 27.4 to 32.9m, in the cove N of Jazirat Sibi, about 0.5 mile from the head of the inlet. There is sheltered anchorage 0.5 mile off Shamm village, in a depth of 5.5m.

Khawr Khasab (26˚12'N., 56˚15'E.) is entered between two points, on one of which stands a square fort, in ruins. Khasab, a town at the head of the inlet, is barely visible from seaward except for the fort, which is prominent.

A harbor formed by a breakwater extending about 201m ENE from the inlet's W shore offers a quay, 150m in length, with alongside depths of 4m. A drying sandbank extends about 0.5 mile N from the head of the inlet.

Landing at HW is best effected on the W end of the beach at Khasab. At LW, keep E of the fort and proceed up the creek that runs along its W wall.

Tidal currents at the inner anchorage are variable in direction and strength, but farther offshore the velocities increase.

Anchorage can be taken, in summer, in a depth of 12.8m, good holding ground; however, during winter, anchorage should be taken in not less than 18.3m.

The inlet is well-sheltered from the shamal, which blows from SW in this vicinity; it is open to strong N winds in winter, but they are rare and short in duration. A vessel can anchor, in 14.6m, with the fort bearing 193˚, distant about 0.3 mile.

13.11 Khawr Hanah (26˚14'N., 56˚13'E.), a cove, affords anchorage outside its entrance in depths of about 34 to 40m with Ras Shaykh Masud bearing about 306˚, distant 1.5 miles.

Ras Shaykh Masud (26˚15'N., 56˚13'E.), a conspicuous, cliffy headland, has two small coves with white sandy beaches on its N side.

The terrain rises gradually from the point to Fine Peak, rising about 1,400m, 9.5 miles S. When seen from N, the peak has a rounded top, but from E or W, it appears as a cone with a long slope on its N side.

The coast SSW of Ras Shaykh Masud is open to the shamal, from which there is no shelter. Ras Shaykh Masud is marked by a light.

Ras al Jirri (Ras al Jari) (26˚13'N., 56˚11'E.) is a conspicuous salient cliff when seen from the NW or SW.

Al Jirri (Al Jari) is a fishing village located along a sandy beach at the foot of some hills.

Al Jadi, another village, is located about 3.5 miles farther SSW.

Bukha (26˚09'N., 56˚09'E.), a village, stands on the shore of an open bight. Depths of less than 5.5m are charted up to 1.5 miles NW and up to 0.5 mile NE of the town.

A prominent white fort with a tower at one corner stands on the W entrance point. Another fort stands at the head of the bight, while a third fort is located 0.5 mile E of the village.

Anchorage can be taken, in a depth of 40m, with the fort on the W entrance point bearing 160˚, distant 1 mile. In this position the tidal currents set parallel to the coast.

Bukha Oilfield (26˚15'N., 56˚03'E.), marked by a lighted production platform, is located about 7.7 miles NW of Bukha. A submarine oil pipeline extends 18 miles S from the platform to the shore close S of Mina Saqr. This pipeline is not buried and may reduce charted depths by up to 2m.

The coast between Bukha and Ras ash Sham, about 6 miles SW, is steep, rocky, and interspersed with small, sandy beaches.

There are several fishing villages reported at the various beaches. Ras ash Sham is described in paragraph 15.2.

South Side of Jazireh-ye Qeshm and Adjacent Islands

13.12 Jazireh-ye Qeshm (Qeshm) (26˚44'N., 55˚40'E.), the largest island in the Persian Gulf, extends about 59 miles WSW from its E extremity at the town of Qeshm. The island, lying nearly parallel with the coast of Iran, is separated from the mainland by Toreh-ye Khowran (Khuran) (Clarence Strait). The light-colored table-topped hills on the island have precipitous sides that are remarkable in appearance.

There are just a few towns and villages on Jazireh-ye Qeshm. From the hills W, behind the town of Qeshm, a low plain extends across the island for several miles; farther W are some table-topped hills, precipitous on their seaward sides.

An eminence, with a white conical top located about 15 miles SW of Qeshm, rises between a long plateau and a very high whitish hill with a cone at its S end.

Jabal Biscoe (26˚49'N., 55˚54'E.), with a high-peaked summit, is prominent. All heights show up well from offshore.

Qeshm (26˚58'N., 56˚17'E.), a town located at the NE extremity of the Jazireh-ye Qeshm, is fairly level and well-built, but earthquakes have destroyed a large part of it. There are several domed water tanks close S of town. A fort standing in the NE part of town, with a seven-arched building close N of it, are good landmarks from E.

The terrain behind and S of the town rises gradually to a hill with a flat summit and steep N and W sides. There is a long boat pier N of town. A coastal shoal and drying flats front the town and extend as far as 1.5 miles offshore.

Tidal currents over the shoals and flats attain a rate of 2 knots at springs.

Shoal patches, with depths of 3.4 to 4.7m, are charted 1.5 miles ENE to 1.5 miles SE of the town.

Anchorage.—To the N of the town of Qeshm is a good berth, in depth of 11m, about 2 miles offshore. Vessels can anchor closer in, draft permitting, in depths of 6.4 to 8.2m, mud, with the fort bearing 180˚, distant about 0.5 mile.

The anchorage near the town is well-sheltered from the shamal, and the nashi does not raise a heavy sea; however, the tidal currents cause a vessel at anchor to lie broadside to the prevailing wind and to ride uneasily.

13.13 Jazireh-ye Larak (26˚51'N., 56˚21'E.), barren and consisting of many high, rugged hills, has generally steep-to shores. The island is similar in appearance to Jazireh-ye Hormoz (see paragraph 13.26) when seen from the SE at night; however, soundings are deeper from the former island at equal distances offshore.

About 1 mile SW of the highest peak on Jaziret-ye Larak is the perfectly conical light-colored peak which is one of the best landmarks in the area as seen from NW or SE.

There is an old fort and small village on the N coast of the island and a sandy beach 2 miles W of the village.

A light is shown from a metal framework tower atop a house near the center of Jazirehye Larak.

Anchorage.—Between the village and the low sandy point on the N coast, anchorage can be obtained about 0.5 mile offshore and 0.3 mile from the edge of the drying sands, in a depth of about 24m.

Off the village the bottom is rock, and in this vicinity the coastal reef extends about 183m offshore. The anchorage is sheltered only from the shamal and is not recommended.

Valfajr—E-2 Oil Terminal (26˚50'N., 56˚45'E.) is a charted anchorage area centered about 18 miles ESE of Jazireh-ye Larak.

Ras-e Khargu (26˚41'N., 55˚56'E.) is a low, rocky point, marked close E by a white cairn, about 25 miles SW of the town of Qeshm. Most of this stretch of coast consists of rocky patches and sandy beaches. This coast is open to the shamal, which blows from between SW and WSW. Small craft obtain shelter in various shallow coves.

Suza (26˚47'N., 56˚04'E.) and **Masen** (26˚44'N., 56˚00'E.) are two small villages on this coast. A remarkable isolated crag, which shows up well from the E, rises W of Masen.

13.14 Jazireh-ye Hengam (26˚39'N., 55˚53'E.), lying about 1 mile SW of Ras-e Khargu, is barren and rather dark-colored. Hills decrease in height from the N end to the S end.

Mitre Hill, about 2 miles from the N end of the island, has a conspicuous double peak. Table Hill, about 0.5 mile NW of Mitre Hill, is also conspicuous on some bearings. A light is shown from a square tower at the E side of the island.

A submerged wellhead is charted 11 miles ESE of the light; a radio mast lies about 3 miles N of the same light. There are two villages, one on the W side, and Hengam-e Jadid,the larger one, on the S side of the island.

Hengam Sound (26˚41'N., 55˚54'E.) is the strait between the NE side of Jazireh-ye Hengam and Jazireh-ye Qeshm.

Maundrell Shoal (26˚41'N., 55˚57'E.), with a least depth of 4.9m, lies in the outer entrance of the strait.

Vessels should not pass between the shoal and Jazireh-ye Qeshm. Shoals at the E entrance constrict the fairway to 0.5 mile, with a least depth of 9.6m; the W entrance has a least depth of 9.6m.

White Point (26˚40'N., 55˚55'E.) and **Ras-e Masheh** (26˚41'N., 55˚53'E.) are the E and N points of Jazireh-ye Hengam. A cairn marks the former, while the latter is marked by a beacon. Rocky shoals fringe the sides of Hengam Sound and several shoal patches lie as far as 1 mile off the N and S sides of the sound.

Tidal currents set NW and SE in the E entrance to Hengam Sound and attain a rate of 2.5 knots at times. Landing can be made at a shallow pier near Ras-e Masheh.

Anchorage can be taken NW of Ras-e Masheh, but the best position appears to be in 12.8 to 16.5m, with the beacon on that point bearing not less than 124˚, distant about 0.3 mile. The depths in this vicinity are irregular, and the bottom is sand and mud. This anchorage is partially sheltered from the shamal, which in this vicinity blows from SW.

A convenient berth is about 0.5 mile N of Ras-e Masheh with the beacon bearing 183˚, distant about 0.3 mile, but, although the holding ground is good, this position is open to a strong shamal and slight sea. This anchorage is not recommended during the winter months. During the hot weather, cool wind there is said to be felt in this position. Sheltered anchorage can be obtained NE of Rase Masheh, but the bottom is hard. Strong tidal currents and eddies are found here.

13.15 Ras-e Salakh (26˚41'N., 55˚45'E.), about 10 miles W of Ras-e Khargu, is a sandy point with a rocky beach.

The hills inland of the point form a plateau. There is a village about 1 mile inland of Ras-e Khargu and Quoin Hill, about 8 miles NW of the point, is a conspicuous wedge-shaped eminence.

The coast between Ras-e Salakh and **Ras-e Tarkun** (26˚38'N., 55˚36'E.) is low, sandy, and backed by cliffs facing N with high, broken hills farther inland. Shoals and rocks front this stretch of coast. A high, black chimney close E of Ras-e Tarkun is conspicuous, except when seen from the E. A pier, which dries, is located in front of the chimney.

Anchorage can be obtained about 0.5 mile off Ras-e Tarkun, in a depth of 7.3m. It should be approached with the chimney bearing 013˚ in order to avoid a dangerous rock off that point.

Landing is bad because a ridge of sand, which nearly dries, lies about 183m off and parallel with the beach. The best place is reported to be a short distance W of the path leading to the main building of the oil company located near the conspicuous black chimney previously described above.

Kish Kuh (26˚41'N., 55˚32'E.), about 397m high, is conspicuous about 4 miles WNW of Ras-e Tarkun. A range of dark-red hills runs in a N to S direction a few miles W of Kish Kuh. These hills exude salt, which dries, leaving a noticeable brine deposit on the plains between the hill and coast.

A stone hut, located 7.5 miles WSW of Ras-e Tarkun, is reported to be useful for fixing the position of a vessel approaching the inshore channel around the W end of Jazireh-ye Qeshm.

Ras Kakun (26˚34'N., 55˚22'E.) and **Ras-e Dastakan** (26˚32'N., 55˚18'E.), the latter forming the low, rocky SW extremity of Jazireh-ye Qeshm, are separated by two shallow bights.

A light is reported to be shown from a white beacon on Ras-e Dastakan.

Close SW of Ras Kakun is a conspicuous islet, about 3m high, while close off the point separating these two bights is a flat rock, which dries about 1.5m and shows up well.

Another rock lies close offshore, about 0.6 mile NW of the flat rock. An overhanging rock, resembling a shark's jaw, is located about 1 mile NNW of Ras-e Dastakan.

The Hummocks (26˚35'N., 55˚18'E.), nearly 3 miles NNE of Ras-e Dastakan, are three prominent hills. The W hummock is table-topped, the middle one has a rounded summit, and the E and highest is 141m high and table-topped.

The latter hummock is almost joined to a tableland, which extends in an E to W direction for about 4 miles and terminates E in a bluff.

The S sides of The Hummocks, as well as the S side of the tableland, are precipitous.

13.16 The Flat (26˚30'N., 55˚18'E.), an extensive shoal area with depths of 3.7 to 5.5m, lies off the SW end of Jazireh-ye Qeshm, from which it is separated by a navigable channel.

The outer edge of The Flat lies about 9 miles off the S coast of the island and 5.5 miles off the W coast.

Discolored water, at times almost dark brown, extends for a considerable distance outside The Flat.

Islands and Dangers Southwest of Jazireh-ye Qeshm

13.17 An IMO-adopted Traffic Separation Scheme (TSS) lies in the waters SW of Jazireh-ye Qeshm, and is best seen on the appropriate chart. The westbound lane passes N of Jazireh-ye Tonb-e Bozorg and Jazireh-ye Forur, while the eastbound lane passes S of both islands.

Vessels are reminded that the International Regulations for Preventing Collisions at Sea apply, and that vessels not using a Traffic Separation Scheme shall avoid it by as wide a margin as is practicable.

Jazireh-ye Tonb-e Bozorg (26˚16'N., 55˚18'E.), brownish-colored and level in outline, is enclosed by the 20m curve, which lies up to 1.5 miles S of the island. A small peaked hummock near the SE end of the island is conspicuous when seen from the NE or SW. The E side of the island consists of low cliffs, whereas the N and S ends are sandy beaches.

Foul ground, on which lies above and below-water rocks, extends at least 1 mile off the SW side of the island. A shallow stony spit extends about 0.5 mile from the SE end.

A military camp is located close inland of the SW end of the island, which is reported to be a good radar target at a distance of 15 miles. There is a boat jetty at the SW end of the island.

Mariner Shoal (26˚22'N., 55˚12'E.), with a least depth of 7m, lies with its least depth about 7 miles NW of Jazireh-ye Tonb-e Bozorg. Depths off this shoal are irregular and the area should be avoided.

13.18 Coote Rock (26˚17'N., 55˚24'E.), with a least depth of 8.2m, lies with its shallowest part about 5 miles E of the NE extremity of Jazireh-ye Tonb-e Bozorg. Tidal currents of 2 to 3 knots cause strong tide rips over this rock.

Detached patches, with depths of 34 and 19.7m, lie about 2.5 miles N and 3.7 miles W, respectively, of the N extremity of Jazireh-ye Tonb-e Bozorg; tide rips form over these features.

A bank, with a least charted depth of 9.4m, extends up to 7 miles S of the island.

Anchorage, sheltered from the shamal but open to the nashi, can be taken, in 14 to 20m, off the E side of Jazireh-ye Tonb-e Bozorg, where the tidal currents are not so strong as S of the island.

There is anchorage off the S side of the island, in 11 to 13m, but the tidal currents here set strongly E or W. During strong SE winds, sheltered anchorage can be taken about 0.4 mile off the NW side of Jazireh-ye Tonb-e Bozorg, in depths of 13 to 15m, with the light structure bearing 098˚.

Allowance should be made for the tidal current when a ship is approaching this anchorage. The best landing place, except when the nashi is blowing, is on the beach of the bight N of the SE extremity of the island.

Landing can also be made on a sandy beach, on the NW side of the island or, without difficulty, on the rocks off the village on the S side.

Saleh Oilfield (26˚10'N., 55˚42'E.), located about 28 miles E of Jazireh-ye Tonb-e Bozorg, can best seen on the chart. A submarine pipeline extending SE from the oilfield to an offshore oil berth can best seen on the chart; the berth, known as **Hulaylah Oil Terminal** (25˚59'N., 55˚24'E.) is described in paragraph 15.4. From the berth, the pipeline continues to the shore.

Caution.—A dangerous wreck, with a least charted depth of 18.8m, lies about 19 miles ESE of the light on Jazireh-ye Tonb-e Bozorg.

13.19 Jazireh-ye Tonb-e Kuchek (26˚14'N., 55˚09'E.), marked by a light, is a small, barren, uninhabited island. On its NW side is a dark hill with two small peaks. The island is steep-to except on its W side, where there is an above-water rock, and on its SE side, where a reef extends about 1 mile offshore. Anchorage can be obtained, in depths of less than 20m, about 0.5 mile offshore, in most places around the island.

Jazireh-ye Abu Musa (25˚53'N., 55˚02'E.) is mostly low, but there are numerous hummocks, some of which are dark brown in color due to iron oxide. A ridge of high hills rises on the W side of the island. Jabal Halwa, a conspicuous hill of light-pinkish color, from which a light is shown, rises abruptly in the N part and is visible in all directions.

The N part of the island rises to a prominent reddish-colored hill with two peaks. The ruins of a large house are visible in the NE part of the island. Two rocks, which break in moderate weather, lie near the edge of shoals which extend as far as 0.4 mile off the E side of the island.

Drying flats extend up to 0.5 mile off the three bights forming the S side of Jazirat Abu Musa. A sunken rock and foul ground, with a least depth of 3.7m, lie about 0.5 mile SW of the village on the island's W point; lesser depths lie SSW and SE of this shoal.

The W side of Jazireh-ye Abu Musa is fronted by islets and above and below-water rocks and reefs. This coast should not be approached closer than 1 mile.

Anchorage, sheltered from the shamal, can be taken, in a depth of 12.8m, sand, near the S end of the E coast of the island.

Anchorage can also be taken, on very good holding ground off the S part of Jazireh-ye Abu Musa, with Jabal Halwa bearing 352˚, distant 2.5 miles. Tidal currents at the anchorages set SW and NE, with a rate of 1 knot at springs.

Torlesse Rock (25˚54'N., 55˚01'E.), with a depth of 2.3m, lies 1.5 miles W of the N extremity of the island. The sea breaks heavily on this rock in rough weather. A bank, with a least depth of 15.2m, lies about 6 miles NNW of the N extremity of Jazireh-ye Abu Musa. The bank is marked on its E side by a light float.

Mubarek Oil Terminal (25˚49'N., 55˚00'E.)

World Port Index No. 48271

13.20 Mubarek Oil Terminal is located about 9 miles ESE of Jazireh-ye Abu Musa. Within the restricted oilfield there are numerous oil wellheads and associated structures, some exhibiting lights, together with unlighted obstructions and submarine pipelines. A production platform stands in the center of the oilfield, with a flare structure standing0.3 mile NE.

There is an SPM located about 0.7 mile SW of the production platform. A tripod drilling platform stands about 2 miles NNE of the SPM. The SPM, lying in 50m, is designed to handle tankers of up to 250,000 dwt.

Vessels are normally moored during daylight hours only, but may sail at any time.

Pilotage.—Pilots are compulsory for tankers using the terminal and a Mooring Master will board in the tanker anchorage located about 3 miles SSE of the Floating Oil Storage Vessel; helicopter boarding may be used. The Mooring Master remains on board until the vessel's departure.

Tankers should signal their ETA 72 hours, 24 hours, 12 hours, and 4 hours in advance through Bahrain (A9M), or at any time a change of 1 hour in the original ETA occurs.

In addition, a message should be sent 12 hours before arrival indicating whether the ship is ready to load cargo and giving the time necessary to discharge clean ballast after arrival. Tankers are moored during daylight hours only, but may unmoor at any time.

When within range, contact the terminal on VHF channel 16. Mooring Masters only, when aboard ship, may transmit messages via radio telephone. There are no facilities at the terminal, but stores and provisions can be obtained from Ash Shariqah or **Dubbayy** (25˚16'N., 55˚17'E.).

Caution.—Tankers should navigate with caution in the vicinity of the oilfield and may not enter this restricted area without a Mooring Master aboard.

Tankers can anchor in a circular area 1 mile wide, with depths of about 40m, located close outside the SE limit of the restricted area.

13.21 Jazireh-ye Forur (26˚17'N., 54˚31'E.) rises in dark-colored volcanic hills to a table-topped conical peak. The island is steep-to on its N, E, and S sides.

Several detached above and below-water rocks lie close off the W side of the island. Ships approaching Jazireh-ye Forur during poor visibility should do so with caution, as the tidal currents set strongly past the island and soundings give no warning as to its proximity.

The island is a good radar target, with an echo range of 16 miles under normal conditions. The rocky coast of the island is backed by cliffs. There are a few sandy bays where landing can be made in the vicinity of former villages located at the S and E sides of the island.

Anchorage can be taken, in 49m, sand and shells, about 0.3 mile offshore with the village on the E side of the island bearing about 240˚. Anchorage has also been obtained, in 37m, with the village bearing about 257˚. Anchorage can be taken in a small bay at the S end of the island, in a depth of 31m, sand and shells.

In suitable weather, landing can be made on the E part of a steeply shelving beach. Anchorage can be taken off the W side of the island, in a depth of 12.8m, rock and sand, with the summit bearing 090˚, distant about 2 miles.

Forur Shoal (26˚26'N., 54˚32'E.), located 6.5 miles N of Jazireh-ye Forur, is described in paragraph 14.2.

13.22 Jazireh-ye Bani Forur (26˚07'N., 54˚27'E.) is an island with a conspicuous dark-colored saddle hill on its E side. A light is reported to be shown from a beacon on the SE side of the island.

A rocky reef, partly above-water and sometimes marked by breakers extends about 1 mile NNW from the island.

An unexamined depth of 14.6m lies about 2 miles SSW of the island. Lesser depths may exist over this shoal.

Jazireh-ye Sirri (25˚55'N., 54˚32'E.) (World Port Index No. 48535) has several small hills on the N part of the island where there are houses and small date groves.

Two islets, together with some rocks awash, lie as far as 0.5 mile off the W and N sides of the island; the E and SE sides are steep-to. There is a village, with a tower nearby, about 2 miles from the SE extremity.

Depths—Limitations.—Sirri Oil Loading Terminal is reported to be a T-type jetty located on the SE end of the island. It has a depth of 28m alongside and can accommodate vessels with a draft of 24m and a length of 365m.

Vessels usually berth port side-to, with the bow facing any wind. Tankers up to 330,000 dwt may berth alongside. Tidal currents are reported to run strongly at the loading terminal, making berthing difficult at times.

Pilotage.—Pilotage is compulsory, with the pilot meeting the vessel 2 miles E of the terminal. The vessel's ETA should be sent 96 hours in advance, with confirmation 48 hours and 24 hours in advance. The ETA message should be in the following format:

AA: Name of vessel.
BB: ETA in GMT and last port of call.
CC: Cargo required.
DD: Deballast time.
EE: Size and number of connections for cargo.

Vessels should establish VHF contact with the terminal 4 hours before arrival. Vessels must not enter the port limits without a berthing master onboard.

Anchorage.—Anchorage for vessels awaiting a berth at the terminal may usually be obtained in a depth of 60m, more than 1.5 miles E of Sirri Light. Anchorage off the island is indifferent, as the holding ground is bad; N and W of the island it is considered unsafe.

Due to the existence of submarine pipelines, anchoring is prohibited within 1 mile of Sirri Oil Terminal and also within the pipeline area marked on the chart extending SW from the island.

Sirri Oilfield (25˚42'N., 54˚14'E.) is located about 18 miles SW of Jazireh-ye Sirri, and is best seen on the chart.

Submarine pipelines, submerged wellheads, and various other obstructions, both above and below-water, exist in this area.

Pipelines also extend to Jazireh-ye Sirri, and are located within a prohibited anchorage area. These gas and oil pipelines are not buried and may reduce charted depths by as much as 2m.

Caution.—The area between Jazireh-ye Sirri and **Jazirat Halul** (25˚41'N., 52˚25'E.) has not been thoroughly surveyed and uncharted shoals have been reported.

An unsurveyed wreck was reported in 50m about 2 miles E of Jazireh-ye Sirri.

The Strait of Hormuz—Directions

13.23 If approaching the Strait of Hormuz from the Gulf of Oman and westbound, vessels should enter the appropriate lane of the Traffic Separation Scheme E of the Musandam Peninsula.

Proceeding as safe navigation permits, enter the appropriate lane of the Traffic Separation Scheme between Jazireh-ye

Tonb-e Bozorg and Jazireh-ye Forur. If E bound, observe the Traffic Separation Schemes as listed above.

Keep a good eye out for traffic, especially for southbound vessels at either end of the latter Traffic Separation Scheme. If Eastbound or westbound, and passing S of the Traffic Separation Scheme off Jazireh-ye Tonb-e Bozorg, take care to avoid Saleh Oilfield, the dangers associated with it, and the wreck charted about 10 miles SW.

If passing N of Jazireh-ye Abu Musa and Jazireh-ye Sirri, take care to avoid the 15.1m shoal N of the latter island and Jazireh-ye Bani Forur.

If passing S of both islands, proceed as safe navigation permits, keeping in mind Mubarak Oilfield, Fath Oilfield, and Sirri Oilfield, and that depths are irregular E and S of Jazireh-ye Abu Musa. The strong tidal currents present here should be guarded against.

Coast of Iran—Damagheh-ye Kuh to Bandar Abbas

13.24 Damagheh-ye Kuh (Ras al Kuh) (25˚48'N., 57˚18'E.) is described in paragraph 12.17. Shoal water, steep-to on the outer edge, extends 1 mile off the point. A light is shown from the point.

The small inlet NW of Damagheh-ye Kuh is frequented by local craft. There is a village reported about 3 miles NE of the point.

The entire coast for over 100 miles between Damagheh-ye Kuh and Bandar Abbas is very low, with a plain extending inland to the foot of mountain ranges.

Tidal currents off the E shore of the Gulf of Oman set N and S. The currents E of Damaghehye Kuh are weak, but N along the coast they attain a rate of 2 knots at springs.

Anchorage can be taken, in 11.0 to 18.3m, about 1 mile SW of Damagheh-ye Kuh and 0.5 to 0.7 mile offshore. This anchorage is open to the shamal.

Caution.—Caution should be exercised when approaching this stretch of coast as it is not well known and soundings and radar are of little aid.

13.25 Kuh-e Mobarak (25˚51'N., 57˚19'E.), a remarkable, isolated 101m high light-colored rock, is located in a swampy plain, 0.5 mile inland and 3 miles N of Damagheh-ye Kuh. In its upper E corner is a small hole, which appears open when seen from NW or SE.

The rock is conspicuous when seen against the light-colored hills behind it. When the rock is seen from NW or SE and the low land is not in sight, it appears as an outlying rock. It is reported that Kuh-e Mobarak is radar conspicuous under normal conditions.

Several inland ridges extending parallel to the coast have features which are conspicuous from offshore.

Karai Jump (26˚10'N., 57˚16'E.) is a conspicuous light-colored high hill which appears as a peak with nearly precipitous sides when seen from NW or S.

Kuh-e Zangiak (26˚12'N., 57˚33'E.), a prominent mountain, appears conical in shape when seen from the S or NW.

Proserpine Rock (25˚57'N., 57˚16'E.), close offshore, is 16m high and wedge-shaped, with the bluff on its W end. An inlet close N of the rock leads to a village.

Ras-e Shir (Ras osh Shire) (26˚01'N., 57˚12'E.) is a low point off which a mud flat of less than 5.5m extends as far as 3 miles offshore.

Rudkhaneh-ye Gaz (26˚26'N., 57˚04'E.), a river entered from seaward, has an entrance hard to identify. There is a conspicuous double-peaked hill rising about 10 miles ESE of the river mouth; however, the peak is often obscured by haze.

Bandar-e Sirik (26˚29'N., 57˚05'E.) is difficult to see from seaward due to the low coastline and sand dunes. Sirik village, located inland, is scarcely visible. Landing can be made about 0.5 mile N of Bandar-e Sirik.

A light is shown from a beacon about 0.5 mile NE of Bandar-e Sirik.

Kuhestak (26˚47'N., 57˚02'E.), a village, may be identified by a large conspicuous white fort standing on a hill close E of the village.

The shamal blowing from the WSW raises heavy seas along the coast N of Kuhestak. The hills in the vicinity of Kuhestak recede, leaving a wide plain expanding for 20 miles or more until they reach mountain ranges.

A very high needle-pointed hill, rising about 9 miles ESE of Kuhestak, is an excellent landmark along this coast.

An overhanging peak, 820m high, rising about 20 miles NE of Kuhestak, appears as two peaks when seen from the SSW. This peak is located at the S end of a range which extends NNW.

Khowr-e Minab (27˚08'N., 56˚49'E.), a salt water mangrove river, is the port for Minab, which is situated about 15 miles ENE of the entrance.

From Khowr-e Minab to Bandar Abbas, about 28 miles WNW, the coast is low, swampy and fronted by mud flats for at least 2 miles offshore.

13.26 Jazireh-ye Hormoz (27˚04'N., 56˚28'E.) (World Port Index No. 48530), lying with its N extremity about 3 miles off the coast of Iran, consists mostly of rugged hills of various colors. The highest of some white-peaked hills in the middle of the island is very sharp, with a long slope on its E side. The S and SW coast are cliffy. Various colored earth cover the hills, which are formed of rock salt.

A fort, in ruins, stands on the N extremity of the island; close S of the fort is Hormoz, a village consisting of mat huts.

About 0.2 mile S of the fort is a minaret, about 21m high. Red oxide, brought from the interior of the island, is loaded into dhows near the fort for transfer to vessels at the anchorage. The NE side of the fort presents a remarkable appearance when seen from seaward, as it is a red purplish color from the oxide dust.

Pilotage is compulsory for ships proceeding to the anchorage.

Ships must first anchor off Bandar Abbas to obtain pratique, clear customs, and embark a pilot and labor gang. Ships can sail without a pilot. The vessel's ETA is given to Bandar Abbas 48 hours prior to arrival. Landing at the jetty near the fort is not easy, as it dries at LW.

A stone pier, about 183m long and with a depth of 3.7m at its head, is located about 0.5 mile ESE of the fort. The pier is used for loading lighters.

Shoal flats, with depths of less than 4.8m, extend between 2 and 4 miles off the W side of the island.

Euphrates Patch (27˚02'N., 56˚24'E.), lying at the SW extremity of the island, has a depth of 2.4m and is marked S by a lighted buoy.

A constricted channel separates the shoal flats extending N of Hormoz from the shoal flats fronting the mainland; channel depths may best be seen on the chart.

Anchorage can be taken in the channel N of the island, in depths of 12 to 14m, mud, with the ruined fort bearing about 231˚, distant 0.5 mile. Small vessels can anchor near the village. During the E winds of the nashi, vessels may shift to the W side of the N extremity of Jazireh-ye Hormoz. Tidal currents set WNW and ESE at a rate of 1.5 to 2 knots.

Directions.—From a position about 2 miles E of the E side of the island, a vessel should steer NW until the fort on the island bears about 262˚. Then steer W, passing close S of the lighted buoy moored ENE of the island. When the fort bears 228˚, change course and steer on this bearing to the anchorage.

Vessels proceeding W from the anchorage should pass about 0.4 mile N of the for;, the track is 085˚ and will lead through the channel in a least depth of about 6.4m. When the high peak of Jazireh-ye Larak bears 188˚ course may be changed W or SW as required.

Bandar Abbas (Bandar Shahid Bahonar) (27˚09'N., 56˚12'E.)

World Port Index No. 48520

13.27 Bandar Abbas is located on an open bay about 5 miles W of the town of Bandar Abbas.

Winds—Weather.—See paragraph 13.1 for further information.

Tides—Currents.—Spring tides rise about 3m at Bandar Abbas, while the neap rise is about 2.1m. At the merchant anchorage, the flood sets WNW while the ebb sets ESE, both attaining rates of 2 to 3 knots. Off Bandar Abbas, the currents set E and W, with rates up to 3 knots. Within the breakwaters, the currents are negligible.

Depths—Limitations.—The approaches to the merchant anchorage have a least charted depth of 14.6m, but shoal ground which has already been described lies off the land and islands along the route.

An obstruction, with a depth of 21.5m, is charted about 5 miles SSW of Jazireh-ye Hormoz.

Bandar Abbas is entered through a channel, dredged to a depth of about 9m, over a width of 100m. The channel leads to a turning basin of the same depth, which provides access to the remainder of the port.

The Commercial Basin, dredged to a depth of 10.5m, lies N of the turning basin and provides six berths, with a total length of 1,050m, along its W face.

A T-headed oil pier lies off the E side of the entrance to the Commercial Basin, while a bulk solid berth lies just N.

The Naval Basin, E of the turning basin, was dredged to a depth of 8m, and has several berths devoted to military use. The piers along the E side of Commercial Basin are also reported to be military installations. Use caution when berthing here, as problems have been reported.

Under normal circumstances, vessels with a maximum length of 183m and a draft of 10m can be accommodated. Vessels with a draft of up to 10.4m can enter at HW.

Aspect.—The town of Bandar Abbas stands on a bare sandy plain, rising to higher ground one or two miles inland.

A conspicuous white hotel stands on the shore SW of the town, with a pier carrying a sewage outfall extending 0.2 mile seaward of it.

A conspicuous wreck is charted about 4 miles SSE of the pier. A red and white checkered tank, showing red lights, stands 2.5 miles NNW of the harbor entrance. A conspicuous water tower stands about 2 miles NNE of the harbor entrance.

A prominent water tank and several silver-colored tanks stand on the NW and NE corners of the Commercial Basin.

Two conspicuous chimneys, painted red and white in bands, stand about 6 miles WNW of the harbor entrance. Three conspicuous cranes stand alongside the drydock on the N side of the Naval Basin.

Pilotage.—Pilotage is compulsory. Vessels are usually boarded about 1 mile off the Bandar Abbas breakwaters.

It is recommended that, due to the existence of unlighted and unmanned vessels lying in or near the port approaches, a pilot should be embarked in the outer approaches to the port before entering the anchorage areas.

Regulations.—See Pub. 160, Sailing Directions (Planning Guide) South Atlantic Ocean and Indian Ocean for regulations pertaining to vessels in Iranian waters.

Anchorage.—Merchant vessels can find anchorage in the Merchant Vessel Anchorage, charted 5 miles SE of the harbor, in charted depths of 10.9 to 20.5m. Naval vessels anchor in the charted area SW of Bandar Abbas harbor entrance, in depths of 7.6 to 14.6m. Anchorage is prohibited in an area, best seen on the chart, off the town of Bandar Abbas.

Directions.—The pilot boarding ground or the anchorages may be approached from seaward by passing either side of Jazireh-ye Larak, keeping in mind the foul ground in the area and the strong sets encountered here.

Take care when using the entrance range for Bandar Abbas, as the range beacons are reportedly difficult to see until about 0.5 mile off the harbor entrance.

Caution.—Prolonged periods of winds from the N or NE can reduce the sea level by as much as 1m.

13.28 Bandar Shahid Rejaie (27˚06'N., 56˚04'E.) (World Port Index No. 48495) is situated about 8 miles WSW of Bandar Abbas. Basin No. 1 and Basin No. 2, with depths of 14m and 11.5m, respectively, have a total berthing length of 4,843m.

Container, ro-ro, and bulk vessels up to 45,000 dwt can be accommodated. The port is approached via a 4-mile long and 250m-wide channel.

The channel, which is marked by lighted buoys and a lighted range, had a reported depth of 13.5m. Lights are shown at the harbor entrance. It was reported that vessels should anchor in the Merchant Vessel Anchorage off Bandar Abbas to pick up port officials.

Hormozgen Steel Marine Complex Terminal is situated 3 miles NE of Bandar Shahid Rejaie. The terminal consists of a trestle jetty extending 1 mile SE from the shore. The jetty head provides berthing and can be approached from the E through a

channel dredged to a depth of 14m. A restricted area, as shown on the chart, has been established close N of the dredged channel.

Bandar Abbas to Ras-e Bostaneh

13.29 Toreh-ye Khowran (Clarence Strait) (26˚58'N., 55˚44'E.), which separates Jazireh-ye Qeshm from the coast of Iran, is contracted near its center to a width of about 2 miles between **Ras-e Pahel** (26˚59'N., 55˚45'E.) and **Ras-e Laft** (26˚57'N., 55˚44'E.).

A submarine gas pipeline is laid across the strait adjacent to the points. The E half of the strait as far as Ras-e Laft is navigable by vessels of moderate size, with the least depth in the fairway appearing to be 8.2m. To the W of Ras-e Laft, the first part of the strait is divided by an island into two channels, with the passage leading E of the island being the recommended one.

From the juncture of these two passages, at the SW end of this island, the channel to the W end of Toreh-ye Khowran is known as Khowr-e Jafari.

The strait W of Ras-e Laft appears to have a least depth in the fairway of 6.4m, which is found in the W entrance. With good visibility, and sounding continually, transit of the strait is possible for a shallow draft vessel with local knowledge.

The passage should be made in daylight and will take 8 or 9 hours. If possible, negotiate the narrow center of the strait at LW and slow speed so the banks will be visible.

Caution is advisable in attempting transit as there are no buoys, surveys are unreliable, and currents are strong.

A mountain range extends W for about 50 miles from Ras-e Pahel. This range is separated from the main range N by a wide valley. In it are mountains attaining heights over 1,220m. From Finger Peak, located about 5 miles inland from the shore of **Bandar-e Biscoe** (26˚55'N., 55˚52'E.), a range trends N to within 1.5 miles of the coast, where it turns W and forms a coastal range of low, irregular hills.

Sugar Loaf Hill, near its W end, is the only conspicuous summit of this range. Shaikh Musa, a detached hill, rises 1.5 miles W of Sugar Loaf Hill. The S side of this hill is sheer, forming a good mark for vessels approaching from E.

Ras Miln (Ras Milne) (27˚00'N., 56˚10'E.) is a bold and conspicuous promontory. Jabal Salsul is a peaked, precipitous hill rising 0.5 mile SSE of Ras Miln.

13.30 Jabal Horton (26˚59'N., 56˚06'E.) is a conspicuous, wedge-shaped hill backing a low point. A detached patch of sand and rock, with a depth of 2.7m, lies about 2 miles W of Jabal Horton.

Ras-e Kuveh (26˚57'N., 55˚59'E.) is a steep-to, well-defined point backed by a high plateau. There is a water tank near the point. Zaynabi is a high tableland which parallels the coast WSW of Ras-e Kuveh.

Sheltered anchorage can be taken in, 8.2 to 12.8m, good holding ground, between **Bostanu** (27˚05'N., 56˚01'E.), a village, and **Bostanu East Bank** (27˚04'N., 56˚05'E.).

Laft Qadim (26˚57'N., 55˚46'E.), a small, rocky point with a pier nearby, has a mosque and water tank in the vicinity that are fairly conspicuous. There are villages between Laft Qadim and a plateau inland. A shoal, with a depth of 4.6m, lies 0.5 mile NNE of Ras-e Laft.

Sheltered anchorage can be taken, in a depth of 11 or 7.5m, about 0.3 and 0.2 mile, respectively, NW of Ras-e Laft. Tidal currents set W on a rising tide and E on a falling tide.

Khowr-e Guran (26˚53'N., 55˚43'E.), although tortuous, is the preferred channel, entered close W of Ras-e Laft, that leads through the W part of Toreh-ye Khowran. The least depth in the channel is 7.3m in the very constricted passage about 3 miles N of **Guran** (26˚43'N., 55˚37'E.).

Mangroves mark the sides of the channel; a beacon marks the S side of the channel at its entrance W of Ras-e Laft.

Laft (26˚54'N., 55˚46'E.) is a small town at the foot of a high hill which rises from the beach to the cliffs. A fort, in ruins, with three former towers, and a very high hill 1 mile ENE, are both prominent.

13.31 Khowr-e Jafari (26˚44'N., 55˚34'E.), in the W side of Toreh-ye Khowran, extends W for 16 miles, from the junction of the N channel and Khowr-e Guran, the preferred channel described above, to Ras-e Basa idu.

The mainland on the N side of the channel is low and fronted by an extensive sandbank; the S side of the channel is fringed by mud flats, which partly dry in places and extend as far as 1 mile offshore.

A middle ground, with a depth of 2.7m, lies in the channel NE of Ras-e Basa idu and N of **Gumri** (26˚38'N., 55˚21'E.).

Gumri and **Dar Kuh** (26˚39'N., 55˚24'E.) are villages with date groves that can be seen from the channel. The channel S of Ras-e Basa idu is reported to have a least depth of 6.4m, but charted depths are considerably less than this.

Directions.—From a position about 3 miles WSW of **Guran** (26˚43'N., 55˚37'E.), proceed through the fairway by keeping about 0.5 to 1.5 miles off the S shore until N of **Kunar Siah** (26˚40'N., 55˚25'E.).

Then change course S and proceed along the S edge of the extensive sand bank on the N side of the channel in a depth of 7.4m until past the middle ground, when course is changed SW for the anchorage off Ras-e Basa idu.

Ras-e Basa idu (26˚39'N., 55˚16'E.), on which the ruined village of Basa idu is located, is a cliff, about 6.1m high, with a level summit. A building, in ruins, is conspicuous when approaching the cliff from the SW.

Beacon Shoal (26˚38'N., 55˚14'E.), partly drying in places, consists of rock at its NE end and sand elsewhere. A white wooden beacon, with a cross topmark, stands on the NE end of the shoal. There is a sandspit extending over 3 miles S of the shoal and mud flats between the shoal and the shore to the E.

The Gut (26˚40'N., 55˚16'E.), an area about 183m wide and at least 20.1m deep, lies about 0.4 mile NW of Ras-e Basa idu.

Anchorage can be taken, in depths of 9.1 to 12.8m, good holding ground of clay, about 0.3 mile NW of Ras-e Basa idu, or farther NE. This anchorage is sheltered from the shamal by Beacon Shoal. Care should be taken to avoid anchoring in The Gut.

Vessels lying to a single anchor, when the wind direction is in opposition to the tidal current, ride very uneasily. The tidal current rate is 3 knots at springs.

Caution.—The roadstead off Ras-e Basa idu is not recommended for vessels with a draft over 6.1m, and those

drawing more than 5.1m should not enter the roads until the tide has risen above mean sea level. At night, vessels should anchor, in about 11m, off the W edge of The Flat and await daylight.

13.32 A range of mountains extends W from the coast on the N side of the SW entrance of Toreh-ye Khowran. The E end of this range is a rounded eminence about 10 miles N of Ras-e Basa idu.

Grubb's Notch (26˚50'N., 55˚00'E.) is a prominent mountain of the range with a saddle-shaped summit 900m high. Jabal Lengeh, a conspicuous mountain, which rises to a height of 1,190m, stands 12 miles W of Grubb's Notch. This eminence is light brown in color, appears dome-shaped, and is visible 45 miles on a clear day.

The terrain between this mountain and Kuh-e Bostaneh, about 19 miles SSW, is an extensive plain which becomes swampy after rains.

The coast extending SW from the low point located about 5 miles NNW of Ras-e Basa idu is both low and hilly. A mountain rises 405m about 5 miles W of the point. A long, light colored ridge and a table-topped hill, rising 7 and 9 miles SW of the mountain, are conspicuous.

Bandar-e Hamiran (Bandar-e Homeyran) (26˚41'N., 55˚06'E.) is a bight bound SW by **Ras osh Shavari** (26˚39'N., 55˚04'E.), a low, sandy point. A shoal, with a least depth of 3.2m, lies l.5 miles off the head of the bight.

Anchorage can be taken, in a depth of 7.3m, between the shoal and coast.

Bandar-e Kong (26˚35'N., 54˚56'E.) is a town extending along the sandy coast which contains many fine houses and mosques. The coastal waters along this entire stretch of coast is imperfectly surveyed and should be approached with caution.

Landing on the beach near the town is bad at LW, as the sand dries out in ridges for about 0.5 mile, with depths of 0.3 to 0.6m between the ridges.

Anchorage, sheltered except from SW squalls, can be taken, in depths of 9m, mud, about 2 miles off the town.

13.33 Bandar-e Lengeh (26˚33'N., 54˚53'E.) (World Port Index No. 48490) consists of many formerly well-kept houses standing on a narrow strip of foreshore which is clearly visible in the forenoon.

A conspicuous tall minaret, painted in yellow with a green top, stands at the SW end of town. Also prominent are a white water tower and radio masts marked by obstruction lights.

Anchorage can be taken, in 10.1m, good holding ground of clay, about 0.5 mile SE of the customhouse. Small craft can anchor closer inshore, in depths of 7.9m. The anchorage is sheltered except from the squalls, which raises a heavy sea. A conspicuous stranded wreck lies about 5 miles E of the town.

Ras-e Kharyu (26˚31'N., 54˚51'E.), a low and sandy point with a rocky beach, is reported to show up well on radar.

Shenas (26˚31'N., 54˚50'E.) is a bight located between Ras-e Kharyu and Ras-e Shenas, a low and sandy point about 3.25 miles further SW. Shoals of less than 5.5m lie as far as 0.5 mile off the shores of the bay. A village is situated about 3 miles inland. About 1 mile WNW of Ras-e Shenas are high, white sand hills rising near the beach.

Tidal currents off the bay attain a rate of 1.5 knots, causing the water to be discolored.

Anchorage, sheltered from the shamal, can be taken, in depths of 9 to 12.8m, in Khalij-e Shenas. The nashi does not raise a heavy sea as the bay is protected by The Flat and Qeshm.

13.34 Ras-e Bostaneh (26˚30'N., 54˚37'E.) is a low point, brown in color, located at the W end of a slight recession of the coast, which is fronted by a rocky beach and shoals of less than 5.5m lying as far as 0.5 mile offshore.

A light is shown from a beacon on the point. There is a fishing village 2 miles E of the point, off which anchorage can be taken, in depths of 7.3m.

Kuh-e Bostaneh (26˚34'N., 54˚41'E.) is a prominent detached group of dark volcanic hills of very irregular outline. The highest part is a ridge reported near the middle of the group. Near the S end of this ridge, about 5 miles NE of Ras-e Bostaneh, is a peak, about 533m high, which resembles a tower. The peak is conspicuous, especially when seen from E or W.

Between Kuh-e Bostaneh and the hills NW of Bandar-e Lengeh, the land rises in a gentle slope from the coast to a height of about 91m, but then falls in cliffs to the S edge of the low plain between that mountain and Jabal Lengeh.

Behind Kuh-e Bostaneh are several dark-colored summits; the peak situated about 17 miles NNW of that mountain is about 457m high, haycock-shaped, and conspicuous.

Return to paragraph 14.2